



**ADVISORY NEIGHBORHOOD COMMISSION 3C**  
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS •  
WOODLAND-NORMANSTONE • WOODLEY PARK

*Single Member District Commissioners*

01-Samuel Littauer (Secretary); 02-Adam Prinzo (Vice Chairperson);  
03-Janell Pagats (Chairperson); 04-Erin Beard; 05-Peter Miles;  
06-Jay Bose; 07-Gawain Kripke (Treasurer); 08-Rick Nash

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*By Electronic Mail*

April 20, 2026

District Department of Transportation  
Attn: Capital Planning Division  
250 M Street, SE  
Washington, DC 20003

**RE: ANC 3C Comments Regarding NOI 26-84-CPD - Connecticut Avenue NW Improvements**

Capital Planning Division,

At a regularly scheduled and properly noticed public meeting on April 20, 2026 with a quorum present, a quorum being five commissioners, Advisory Neighborhood Commission (ANC) 3C voted 8-0-0 to submit these written comments Regarding NOI 26-84-CPD - Connecticut Avenue NW Improvements.

The Commission appreciates DDOT's continued efforts to advance safety, accessibility, and multimodal mobility along one of Ward 3's most heavily traveled corridors. The proposed Phase 1 and Phase 2 improvements reflect a thoughtful, data-driven approach to addressing longstanding safety concerns while balancing the needs of all roadway users.

**ANC 3C supports the Phase 1 improvements (2026-2027), including:**

- Reconfiguration of bicycle infrastructure at Tilden Street to provide safer, curb-adjacent facilities with enhanced markings and buffers
- Bus stop relocations at Macomb Street and Cathedral Avenue to improve transit operations and rider safety
  - ANC 3C requests the prompt removal / relocation of the existing bus shelter on Macomb to be timed to when the change of the bus stop is made and not delayed until sometime after
  - ANC 3C requests DDOT coordinate signage with WMATA to inform residents and customers to the relocation of the bus stops
- Installation of new crosswalks at Devonshire Place and Cathedral Avenue to improve pedestrian connectivity
- Installation of a red light camera at the Zoo crosswalk to deter dangerous and illegal U-turns and improve pedestrian safety

**ANC 3C recommends NOT putting a left turn signal Ordway, and instead putting left turn signals at Macomb and Porter Sts from NB Connecticut Ave as part of Phase 1 improvements (2026-2027). ANC 3C is requesting these options be studied and if deemed viable options, another NOI period commence.**

- **Why a Left Turn Signal should NOT be at Ordway?**
  - As a westward throughway, Ordway is a poor choice. Its intersection at 34th St is only controlled by a stop sign for the Ordway driver; 34th Street traffic does not stop. A poor intersection for cross traffic is made worse by a steep hill, with clear sightlines difficult both for Ordway and 34th

Street drivers. Adding more cars to this intersection, which a left turn signal at Connecticut is likely to do, would make this more unsafe for drivers and pedestrians.

- Ordway has no destinations other than residences.

- **Why put a Left Turn Signal at Macomb?**

- Macomb St gets a significant amount of turning traffic from Connecticut due to the Library, WIS, Eaton, and as a through street.
- The Macomb Sts intersection with 34th St is controlled by a signal.
- Turning traffic onto Macomb St frequently queues the left NB lane of Connecticut Ave, often blocking it for through traffic on Connecticut, and often leaves turning cars on Connecticut through more than one light cycle.
- Left turning cars onto Macomb St - trying to beat oncoming traffic - are frequently in conflict with pedestrians crossing Macomb St. It is currently unsafe.

- **Why put a Left Turn Signal at Porter?**

- Porter St is a bus route with only one-side-of-the-street-parking that is signal controlled at 34th St, making it a more natural through route toward Wisconsin Ave.
- A left turn signal at Porter would provide access to residents of Ordway street, which is accessible to Porter via 30th Street.
- Porter already has a left turn signal for SB Connecticut Ave. A NB left turn signal could be timed to accommodate both left turns before allowing the full flow of traffic both north and south bound.

**We also support the Phase 2 improvements (2027-2028) at 24th Street, including:**

- Intersection reconstruction to slow turning vehicles and shorten pedestrian crossing distances
- Addition of a new crosswalk across Connecticut Avenue to improve pedestrian access
- Curb extensions and design changes that prioritize safety and visibility
- ANC 3C also requests that DDOT consider providing space to re-locate the “pocket-park” that a community member has developed in the current median location

The Commission recognizes that some of these changes will result in modest reductions in on-street parking. However, we believe these tradeoffs are appropriate and necessary to achieve critical safety improvements, particularly for pedestrians, transit users, and drivers.

We further appreciate DDOT’s responsiveness to community input, including adjustments such as the removal of hardened centerlines in favor of lower-maintenance design interventions, and the selection of enforcement tools at the Zoo crosswalk that align with current traffic calming guidance.

Taken together, these improvements represent meaningful progress toward safer streets and align with the District’s Vision Zero goals. ANC 3C strongly encourages DDOT to proceed with implementation of all proposed changes in a timely manner.

The Commission authorizes the Chair and the Commissioners for 3C02 and 3C04 and/or their approved designee(s) to represent the Commission on this matter.

Sincerely,



Janell Pagats  
Chair ANC3C  
Single Member District 3C03

*This letter was approved 8-0-0 by voice vote on April 20, 2026, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 8 commissioners) was present.)*